391 Românâ S.A.R., both in Bucarest, which make precision mechanical instruments; and "Flexodo" Prima Fabrica Românâ de garnituri pentru frane S.A., also in Bucarest, which specialises in brakes, couplings and transmission equipment. Small tools are made by a few firms, but the quality is indifferent.

397 394 The largest individual firms in Rumania concerned with general engineering production are Reşiţa, Malaxa, Lemaitre, Vulcan and Fraţii Schiel, all of whom undertake diverse production, including locomotive and wagon manufacture, and structural engineering and boiler construction.

391 439 Rumanian firms, such as Uzinele Metalurgice Ploeşti and Concordia S.A.R. of Ploeşti, produce certain types of oil-well machinery and equipment, but the bulk of requirements, particularly of the more specialised types, have to be imported. Before the war the U.S.A. were the principal suppliers, but since the war Rumania has become dependent on Germany for this type of machinery, and in view of the importance of oil to Germany, her requirements probably receive a high priority.

2. Agricultural Machinery

407 Rumanian agricultusal methods are backward, and the degree of mechanisation is low, caused by lack of purchasing power of the peasants and the high percentage of small holdings, which make the use of modern equipment impracticable. For this reason the production of agricultural machinery has not been very highly developed, though there has been some expansion since 1927—production of implements has trebled between 1927 and 1937. Production of agricultural machines, however, declined by about 60 per cent. during the same period. Between

397 **3. Locomotives and Rolling Stock**

The locomotive and rolling-stock industry was small, only two companies, the Bucarest branch of the Malaxa works, and the Reşiţa Iron and Steel works, at Reşiţa, building main-line steam locomotives, while three Companies built main-line wagons, namely, Malaxa, the Astra Works at Braşov and Arad, and the Franco-Romana works in Braila. The Astra works also built narrow-gauge locomotives.

The capacity of the Malaxa plant at Bucarest was probably about 80 main-line locomotives a year; the capacity of the Reşiţa works is not known, but was probably about equivalent to that of Malaxa. The total pre-war capacity of the Rumanian locomotive industry may therefore be estimated at about 150 main-line steam models a year.

With regard to wagon-building capacity, it is believed that Malaxa could build between 800 and 1,000 main-line 20-ton wagons a year, and the Astra plant about 2,500; the capacity of the Franco-Romana works is not known.

In June, 1942, both Malaxa and Reşiţa were stated to have received orders for the German Class "50" locomotive, one report indicating that deliveries were to begin in the summer of 1943. There has recently been some indication that these locomotives are actually under construction, although there is no information regarding the rate of production. The Reşiţa works and also Astra, are believed to have been constructing narrow-gauge locomotives for the Rumanian State Forestry Department.

There is little information regarding wagon production in Rumania since the alliance with

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397 Germany. It is, however, believed that tank wagons have been built to German order by the Astra Works at Braşov, and that narrow-gauge rolling-stock for the State Forestry Department has been under construction at Braşov.

4. Motor Vehicles

398 439 In spite of the gradual industrialisation which was taking place in Rumania in the early 1930's, by 1935 there was no motor-vehicle industry so that the country was entirely dependent on imports. The Government, therefore, to combat the steady decline in the number of motor vehicles which had been taking place since 1930, issued a decree in 1935, offering special facilities to foreign manufacturers who would establish assembly plants. At the same time the establishment of a domestic manufacturing industry was contemplated, a plan which does not appear to have been realised.